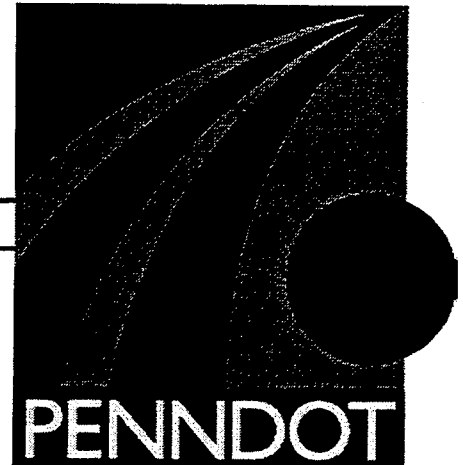




**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION**

PENNDOT RESEARCH



**I-95 CORRIDOR COALITION
FIELD OPERATIONAL TEST 10:
COORDINATED SAFETY MANAGEMENT**

**VOLUME II: SURVEY OF STATE MOTOR CARRIER
SAFETY ACTIVITIES**

**University-Based Research, Education and Technology Transfer Program
AGREEMENT NO. 359704, WORK ORDER 8**

FINAL REPORT

August 2001

By M.L. Patten

PENNSSTATE



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FIELD OPERATIONAL TEST #10: COORDINATED SAFETY MANAGEMENT
VOLUME II: SURVEY OF STATE MOTOR CARRIER SAFETY ACTIVITIES

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Agreement No. 359704
Work Order 8

Submitted to

The Pennsylvania Department of Transportation

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1. INTRODUCTION

During mid-August 1999, a survey of state motor carrier safety agencies throughout the United States was conducted to provide information concerning their motor carrier safety enforcement and educational activities. The survey was conducted by Pennsylvania Transportation Institute at The Pennsylvania State University to assist the I-95 Corridor Coalition to develop a coordinated motor carrier safety management program for the member states. The results of this project will be used to develop a prototype comprehensive, performance-based motor carrier safety compliance and management program to support region's commercial vehicle operations (CVO) activities.

SURVEY METHODOLOGY

The Survey Materials

The survey was conducted via a mailback questionnaire included in a packet with an introductory letter, a business reply envelope and a confidentiality statement. The mailback questionnaire format was utilized to maximize the number of potential respondents that could be contacted within cost, time, and personnel constraints of the study. In addition, the use of mailback procedure helped to minimize the potential that the survey responses would be biased by a study team member's interaction with respondents. The provision of a business reply envelope encouraged a prompt return of the questionnaire with little effort on the part of the respondent. The confidentiality statement was to assure the respondents that their answers would be kept completely confidential.

The questionnaire (see appendix A) contained 27 questions and was organized into four sections. Section 1 asked questions about the states' motor carrier safety activities, section 2 consisted of questions about how the agencies viewed the safety practices of the motor carrier industry, section 3 concentrated on the states' overall relationships with the motor carrier industry, while section 4 requested demographic and statistical information about the states' motor carrier safety operations.

Survey Distribution

On August 5, 1999 the survey was mailed to the lead CVO administrative official of all 50 states and the District of Columbia. On September 3, 1999 a second mailing was made to the states that had not yet returned a completed questionnaire. The last date for receipt of returned surveys was September 30, 1999.

Response Rate

Of the 51 questionnaires mailed, 42 were returned for an overall response rate of 82.4%. All of the returned questionnaires are usable, yielding a usable response rate of 82.4%.

STATISTICS REPORTED

For many of the questions in the survey the respondents were asked to rate a series of items on a scale of 1 to 4. For example, in questions 4, 10, 13, and 15 the scale used a 1 to equal "not effective" and a 4 to equal "very effective" (figure 1). The appropriate rating scale will be described for each set of questions.

Not Effective	Not Very Effective	Effective	Very Effective
1	2	3	4

Figure 1. Example rating scale.

For each of the rated items a mean rating was calculated using the following formula:

$$\text{Mean} = \frac{\sum R}{n}$$

Where: R = the respondents' ratings of the effectiveness of that program, and
 n = the number of responses indicating the use of that program.

This mean will be reported for each item as well as the percentage of respondents rating the item as a 3 or a 4. Additionally, graphs of the response distribution will also be provided as appropriate.

2. STATE MOTOR CARRIER SAFETY ACTIVITIES

The first section of the survey asked questions about the states' motor carrier safety activities. Following is a description of the responses to these items.

MOTOR CARRIER SAFETY ENFORCEMENT PROGRAMS AND ACTIVITIES

Question 1 listed twenty potential motor carrier safety enforcement programs and activities. The respondents were asked to indicate which of these are used in their state and their opinions about how effective that program or activity has been in improving motor carrier safety in their states. The effectiveness is measured on a scale of 1 to 4, with 1 equaling "not effective" and 4 equaling "very effective" (figure 2). Note that this rating scale was also used for questions 4, 10, 13, and 15.

Not Effective	Not Very Effective	Effective	Very Effective
1	2	3	4

Figure 2. Rating scale for questions 1, 4, 10, 13, and 15.

Roadside Safety Inspections

All 42 respondents indicated that their states use roadside safety inspections, the mean rating of the effectiveness of roadside inspections is 3.74 with 73.8 percent of the respondents rating it as "very effective." All of the respondents rated inspections as "effective" or "very effective."

Use of Computerized Information Systems

Among the 42 responding states, 31 (73.8%) use the Inspection Selection System (ISS) to select vehicles and/or carriers for inspection, the average rating of the effectiveness for the ISS system is 2.81 with 64.5 percent indicating an effectiveness of 3 or 4 (table 1). Thirty-four (81%) of the responding states use ASPEN to collect and/or access inspection data, the average rating for the effectiveness of ASPEN use is 3.58 with 97.0 percent indicating an effectiveness of 3 or

4. Twenty-two states (52.4%) use the SafeStat (Safety Status Measurement System) to identify carriers requiring safety enforcement actions, the average rating for the effectiveness of SafeStat use is 2.73 with 59.1 percent indicating an effectiveness of 3 or 4. Twenty-two states also exchange data via the Safety and Fitness Electronic Records (SAFER) Mailbox, the average rating for the effectiveness of the SAFER use is 3.27 with 90.9 percent indicating an effectiveness of 3 or 4. Only two of the respondents indicated that their states use PRISM to monitor motor carriers, the average rating for the effectiveness of the PRISM use is 3.33 with 66.7 percent indicating an effectiveness of 3 or 4. Eleven states (26%) reported that they link various state maintained motor carrier safety and credentialing databases to assist in motor carrier safety enforcement. The mean rating of the effectiveness of this program was 3.09 with 72.7 percent rating it as "effective" or "very effective." Figure 3 shows the distribution of responses for these items.

Table 1. Use of computerized information systems.

Program	Number of States Using	Mean Rating	Percentage Rating as 3 or 4
ASPEN	34	3.58	97.0
PRISM	2	3.33	66.7
SafeStat	22	3.27	90.9
Linking Safety & Credentialing Databases	11	3.09	72.7
ISS	31	2.81	64.5
SAFER	22	2.73	59.1

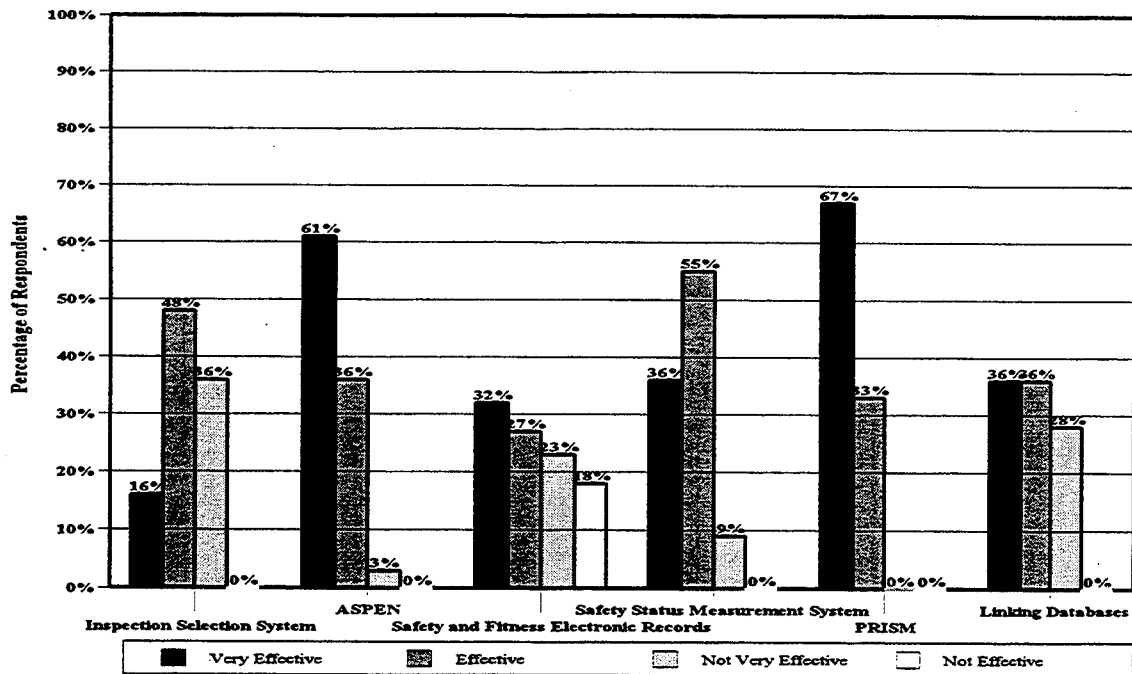


Figure 3. Use of computerized information systems.

Use of Inspection and Weight-Enforcement Sites and Mobile Teams

Thirty-nine states (93%) reported that they use fixed roadside safety inspection sites. The average effectiveness rating for these sites is 3.28 with 87.2 percent of the respondents rating their effectiveness as a 3 or 4 (table 2). All respondents reported that they use mobile safety inspection teams. The average effectiveness rating for the mobile teams is 3.64 with all respondents rating them as "effective" or "very effective." Thirty-four (81%) of the states use weigh-in-motion (WIM) equipment for enforcement activities. These respondents rated the effectiveness of WIM as 2.91 with 68 percent giving a 3 or 4 rating. Forty-one of the responding states use mobile weight enforcement teams. The average effectiveness rating for these teams was 3.51 with 88 percent rating them as "effective" or "very effective." Figure 4 shows the distribution of responses for these items.

Table 2. Use of inspection and weight-enforcement sites and teams.

Program	Number of States Using	Mean Rating	Percentage Rating as 3 or 4
Mobile safety inspection teams	42	3.64	100.0
Mobile weight-enforcement team	41	3.51	87.8
Fixed safety inspection sites	39	3.28	87.2
Weigh-in-motion equipment	34	2.91	67.6

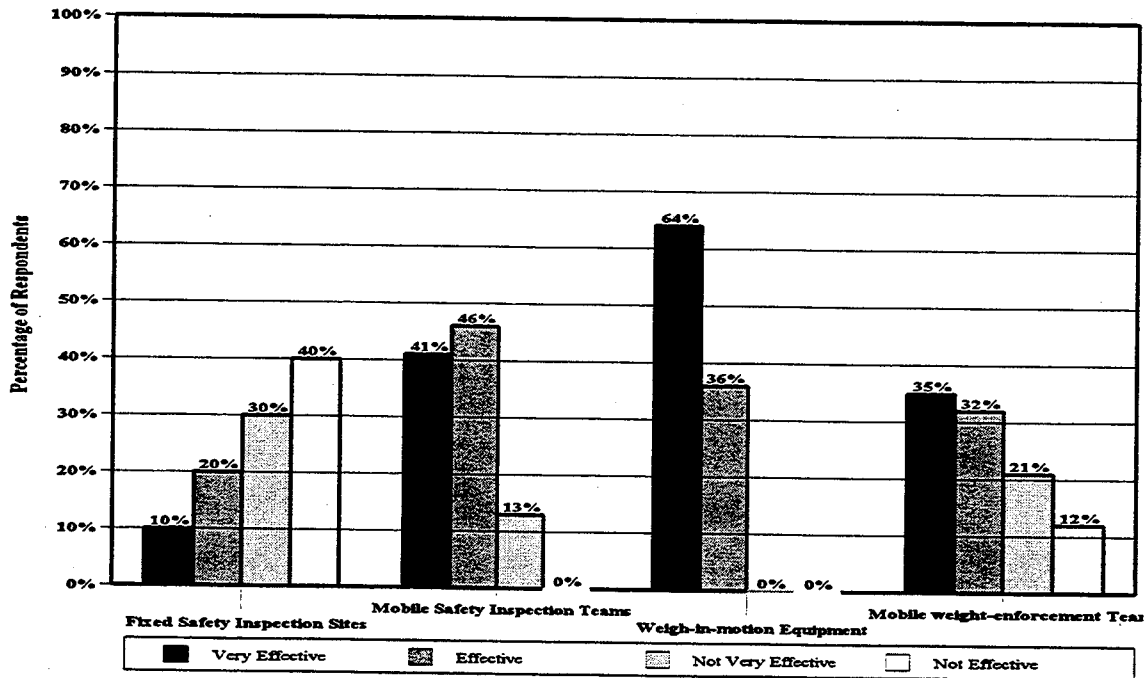


Figure 4. Use of inspection and weight-enforcement sites and teams.

Other Motor Carrier Safety Programs

Thirty-nine states (71.4%) have programs to investigate commercial vehicle accidents, the average rating for the effectiveness of this program is 3.20 with 86.7 percent indicating an effectiveness of 3 or 4 (table 3). Nine states (21.4%) check motor carrier safety records before issuing registration documents, the average rating for the effectiveness of this program is 3.14 with 71.4 percent indicating an effectiveness of 3 or 4. Thirty-two (76.2%) of the responding

states conduct regular on-site motor carrier safety compliance reviews and/or audits, the average rating for the effectiveness of this program is 3.31 with 87.5 percent indicating an effectiveness of 3 or 4. One-half of the respondents indicated that their states have a program requiring annual or other periodic commercial vehicle safety inspections. The mean score of these programs is 3.33 with 81.0 percent rating them as "effective" or "very effective." Figure 5 shows the distribution of responses for these items.

Table 3. Other Motor Carrier Safety Programs.

Program	Number of States Using	Mean Rating	Percentage Rating as 3 or 4
Annual/Periodic Inspections	21	3.33	81.0
On-site safety compliance reviews	32	3.31	87.5
Accident investigation	30	3.20	86.7
Check of safety records	9	3.14	71.4

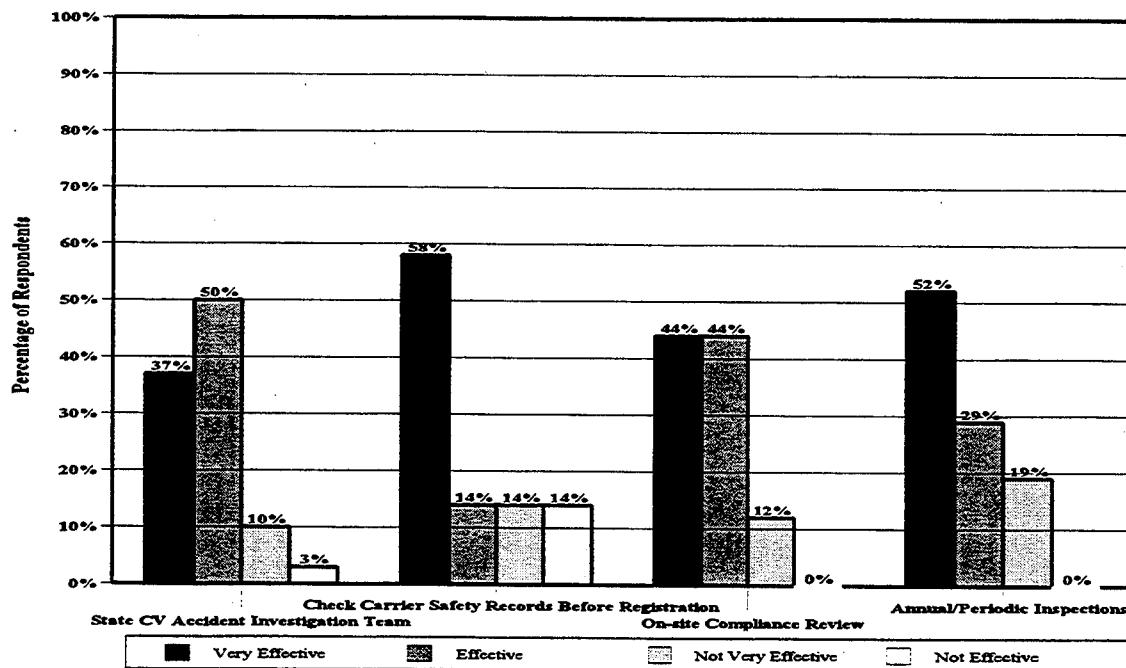


Figure 5. Other Motor Carrier Safety Programs

Use of Electronic Clearance with Roadside Inspections

Only ten states (23.8%) use roadside electronic clearance of vehicles to assist in targeting vehicles for roadside safety inspections, the average rating for the effectiveness of this program is 2.5 with 40.0 percent indicating an effectiveness of 3 or 4 (table 4). Eight states (19.0%) use a pre-clearance program to electronically identify vehicles that have already been inspected to that they can pass multiple safety inspection sites, the average rating for the effectiveness of this program is 2.71 with 57.1 percent indicating an effectiveness of 3 or 4. Figure 6 shows the distribution of responses for these items.

Table 4. Use of electronic clearance with roadside inspections.

Program	Number of States Using	Mean Rating	Percentage Rating as 3 or 4
Pre-clearance	8	2.71	57.1
Roadside Electronic Clearance	10	2.50	40.0

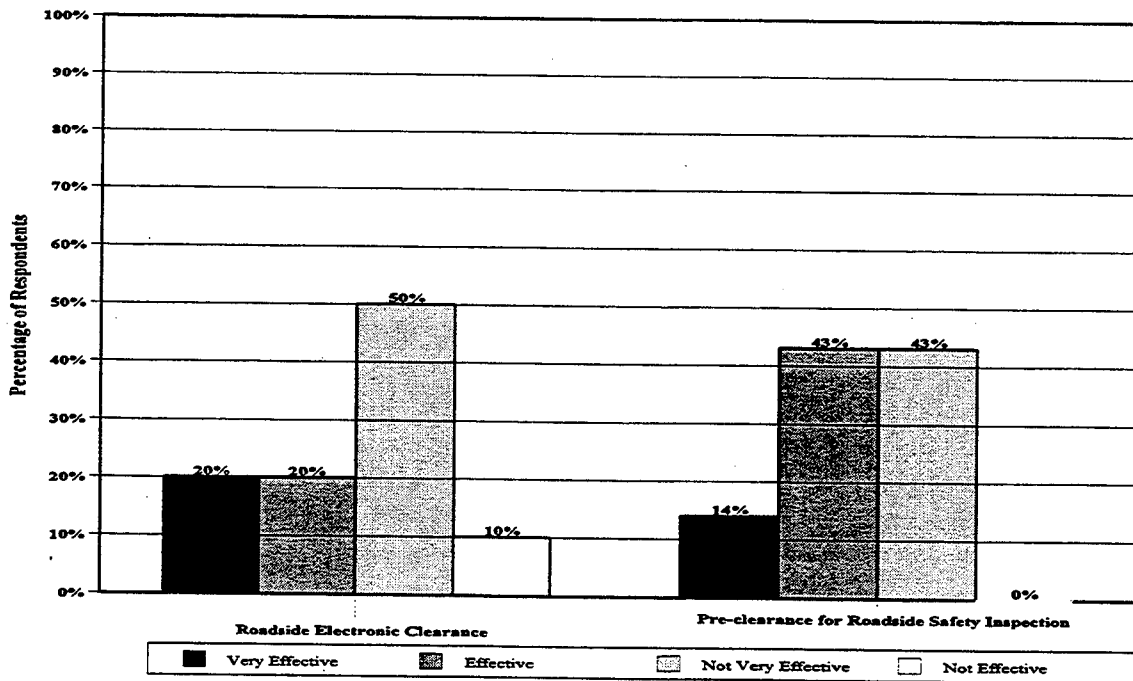


Figure 6. Use of electronic clearance with roadside inspections.

Educational Programs for General Motoring Public

Thirty-nine of the respondents indicated that their states use educational programs to help the general motoring public understand how to share the road with large trucks (e.g., "No-Zone"), the mean rating of the effectiveness of these programs was 3.15 with (79.5 %) rating them as effective or very effective (see figure 7).

Use of Safety Programs Developed by Others

Thirty-seven states (88.1%) indicated that they sponsor, coordinate, and/or participate in the delivery of motor carrier safety programs developed by others (e.g., FHWA, insurance companies, motor carrier associations, etc.), the mean rating of the effectiveness of this activity is 3.10 with 81.1 percent rating these programs as effective or very effective (see figure 7).

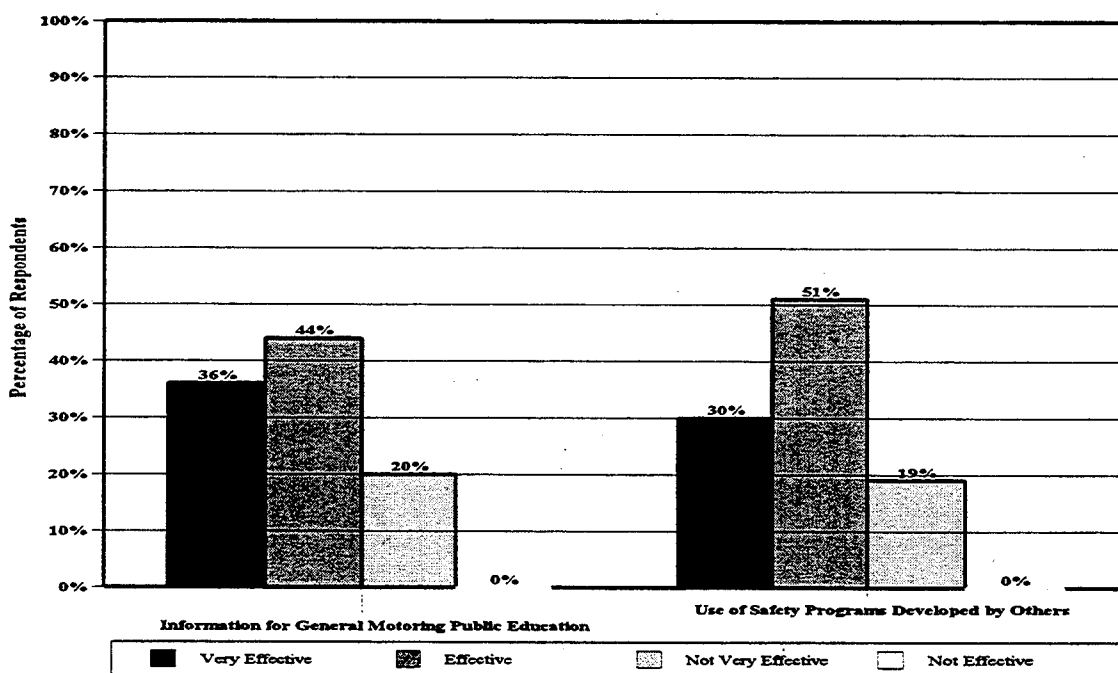


Figure 7. Use of safety education programs.

ADDITIONAL MOTOR CARRIER SAFETY PROGRAMS

In addition to the safety programs listed above, the respondents were asked to list any additional motor carrier safety programs their states utilize (see appendix B for complete list of responses to this question). The programs cited most often were:

- Coordination and/or contact with state motor transport associations and carriers for education purposes—6 states;
- Public outreach program for education—4 states; and
- Use of the Inspection Repair Audit Program (IRAP)—4 states.

CRITICAL MOTOR CARRIER SAFETY ISSUES

The respondents were also asked what the three most critical motor carrier safety issues in their states are and what steps are being taken to address these issues. There were 40 responses to this question. The most commonly cited issues were: truck accidents (24); moving violations by trucks (11); hour-of-service violations (9); and lack of personnel, funding, inspection sites and coordination with other agencies (6 states each). A complete listing of critical issues is provided in appendix B.

The most commonly listed strategies were: increasing both on-site and off-site inspection and enforcement as a solution to decrease accidents, moving violations and H-O-S violations (27); and providing guidelines, handouts, manuals to commercial drivers, carriers and public for educational and training to help reduce H-O-S violations (11).

MOTOR CARRIER SAFETY EDUCATIONAL PROGRAMS AND ACTIVITIES

The respondents were asked to review a list of potential motor carrier safety programs and activities and to indicate which of them were used in their state and their opinions about how effective that program or activity has been in improving motor carrier safety in their states. As before, the effectiveness rating was on a scale of 1 to 4, with 1 equaling "not effective" and 4 equaling "very effective".

State Sponsored Safety Education Activities

Thirty- three states (78.6%) sponsor safety seminars, classes, or conference for the motor carrier industry, the average rating for the effectiveness of this activity is 3.36 with 97.0 percentage indicating an effectiveness of 3 or 4 (table 5). Twenty-two states (52.4%) indicated that they sponsor motor carrier safety publicity programs, the average rating of the effectiveness for these programs is 2.95 with 81.8 percent indicating an effectiveness of 3 or 4. Thirty states (71.4%) reported that they produce and distribute motor carrier safety-related publications (brochures, manuals, pamphlets, newsletters, bulletins, etc.), the average rating of the effectiveness of this activity is 3.07 with 82.8 percent indicating an effectiveness of 3 or 4. Thirty-five respondents (83.3%) indicated that their agencies conduct site visits to assist motor carriers in setting up or enhancing existing safety programs, the mean rating of this program was 3.31 with a 85.7 percent rating it as a 3 or 4 (see figure 8).

Table 5. State sponsored safety education activities.

Program	Number of States Using	Mean Rating	Percentage Rating as 3 or 4
Seminars/Classes/Conferences	33	3.36	97.0
Site Visits to Enhance Safety MC Programs	35	3.31	85.7
State Produced Publications	30	3.07	82.8
Safety Publicity Programs	22	2.95	81.8

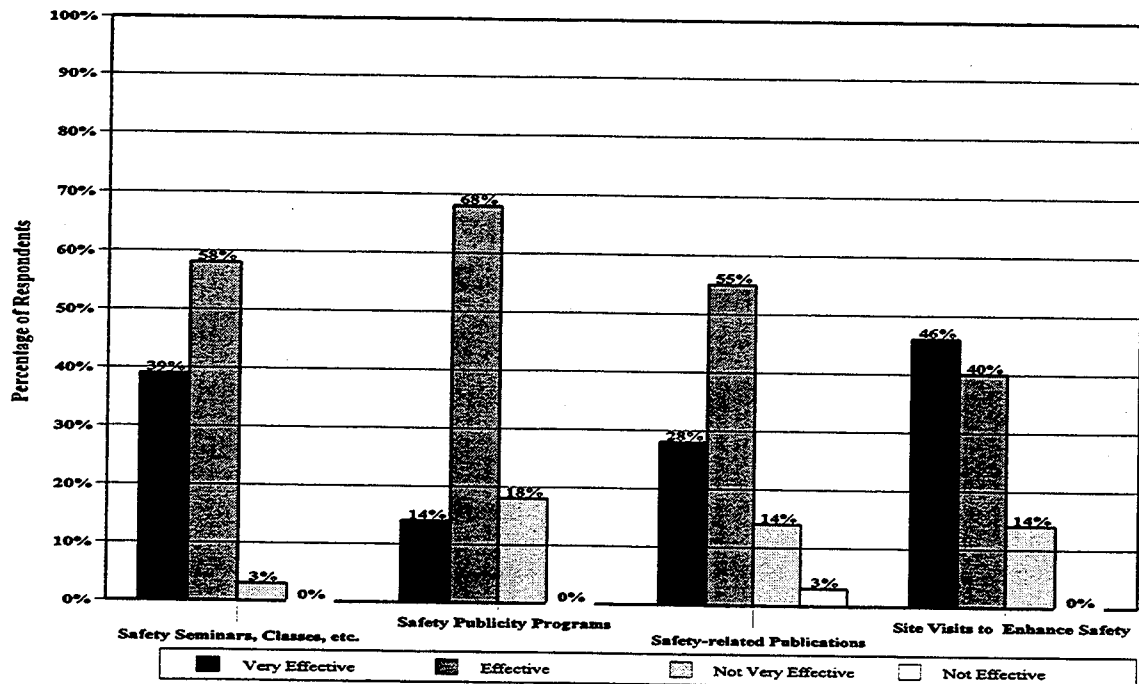


Figure 8. State sponsored safety educational programs.

Internet Use for Motor Carrier Safety Educational Programs and Activities

As shown in table 6, 17 states (40.5%) reported that they maintain an Internet site that provides general motor carrier safety information, the average rating of the effectiveness for this activity is 2.67 with 66.7 percent indicating an effectiveness of 3 or 4. Eighteen respondents (42.5%) indicated that their states post motor carrier rules and regulations on an Internet site, the average rating of the effectiveness for this activity is 2.44 with only 50 percent indicating an effectiveness of 3 or 4.

Table 6. Internet use for motor carrier safety educational programs and activities.

Program	Number of States Using	Mean Rating	Percentage Rating as 3 or 4
Internet Site for General Safety Information	17	2.67	66.7
Internet Site for Rules and Regulations	18	2.44	50.0

Provision of Motor Carrier Safety Performance Information

Thirteen states (31%) indicated that they regularly provide safety performance information to carriers in "hardcopy" form, the average rating of the effectiveness of this activity as 3.23 with 84.6 percent indicating an effectiveness of 3 or 4. Only 1 state regularly provides safety performance information to carriers in electronic format which they reported to be effective (table 7).

Table 7. Provision of Safety Performance Information.

Program	Number of States Using	Mean Rating	Percentage Rating as 3 or 4
Hardcopy Format	13	3.23	84.6
Electronic Format	1	3.00	100.0

Additional Motor Carrier Safety Educational Programs

The respondents were asked to list any additional motor carrier safety educational programs their states utilize. The programs mentioned most often were: "No Zone" campaign (9 states); public or judicial outreach program (5 states), cooperation with industry association for safety education purposes (4 states). A complete listing of responses is provided in appendix B.

PASSENGER CARRIERS SAFETY ENFORCEMENT AND EDUCATIONAL PROGRAMS

Twenty-three states listed safety enforcement or educational programs directed specifically at passenger carriers (e.g., intercity bus companies, school bus operators, etc.). The programs in this area cited most often were: conducting school bus seminars (8 states); mandatory school bus inspections (7 states); and intercity bus inspections (7 states). A complete listing of responses is provided in appendix B.

CRITICAL MOTOR CARRIER EDUCATIONAL NEEDS

Question 7 asked the respondents to list the three most critical motor carrier educational needs in their states and the steps being taken to address them. Seven of them indicated that "sharing the road" was the most critical carrier educational need in their states; seven listed the "no zone"; six cited driver impairment and fatigue, while four mentioned aggressive driving by truck drivers. A complete listing of responses is provided in appendix B.

When asked what methods would be appropriate to address these needs, nineteen of the respondents thought conducting seminars, forum, training and outreach programs are good solutions to "No zone" problem and driver impairment and fatigue, seven thought providing more inspection and enforcement will help with all the issues of "sharing the road", "no zone", driver impairment and fatigue, and aggressive driving by truck drivers, while five respondents thought distributing more safety educational brochures is a good way to address all of the issues. A complete listing of responses is provided in appendix B.

STATES WITH EXCELLENT MOTOR CARRIER SAFETY PROGRAMS

The respondents were asked to list the states that they thought have excellent motor carrier safety programs and to give reasons why they cited programs. Table 8 lists the states that were mentioned two or more times.

Table 8. States noted as having excellent motor carrier safety programs.

States	Citation Frequency
Minnesota	4
Connecticut	4
Oregon	3
North Carolina	2
Massachusetts	2
California	2
Tennessee	2

The two reasons cited most often for excellent programs were: having adequate manpower and equipment (12 states) and providing good educational and technical assistance (8 states).

PARTICIPATION IN THE PRISM PROGRAM

The last question in section 1 asked the respondents if their states plan to participate in the PRISM program. As noted earlier, two states already participate in PRISM. Of the 38 states answering this question, eighteen (64.3%) indicated that their state was planning to use PRISM, and ten (35.7%) indicated their states did not plan to participate. Among the 18 states which plan to use PRISM, one planned to begin participation in 1999, one in 2000, and six in 2001. The remaining states did not report a projected implementation date.

3. SAFETY PRACTICES OF MOTOR CARRIERS

The second section of the survey asked the respondents' opinions about the safety practices of the motor carrier industry. Following is a description of the responses to these items.

EFFECTIVENESS OF SEVERAL POSSIBLE MOTOR CARRIER SAFETY PRACTICE

The respondents were asked to rate ten potential motor carrier safety practices. As before, the effectiveness rating was on a scale of 1 to 4, with 1 equaling "not effective" and 4 equaling "very effective". The respondents' ratings on the effectiveness of these practices are shown in table 9 and the distribution of their responses in figure 10.

Table 9. Motor carrier safety practices.

Safety Practices	Mean Rating	Percentage Rating as 3 or 4
Top management commitment and involvement in safety	3.88	100.0
Driver hiring screening criteria	3.64	95.2
Integration of safety into the company's hiring, compensation, and retention programs	3.56	97.6
Monitoring of driver performance on the road	3.48	100.0
Follow-ups on the results of roadside safety inspection results	3.36	90.5
Accident review procedures	3.22	87.8
Requiring drivers to complete a certified driver training program	3.21	90.5
Safety incentive and awards programs	3.17	88.1
In-house driver training programs	3.17	85.4
Company mandated fleet speeds below posted speed limits	2.56	53.8

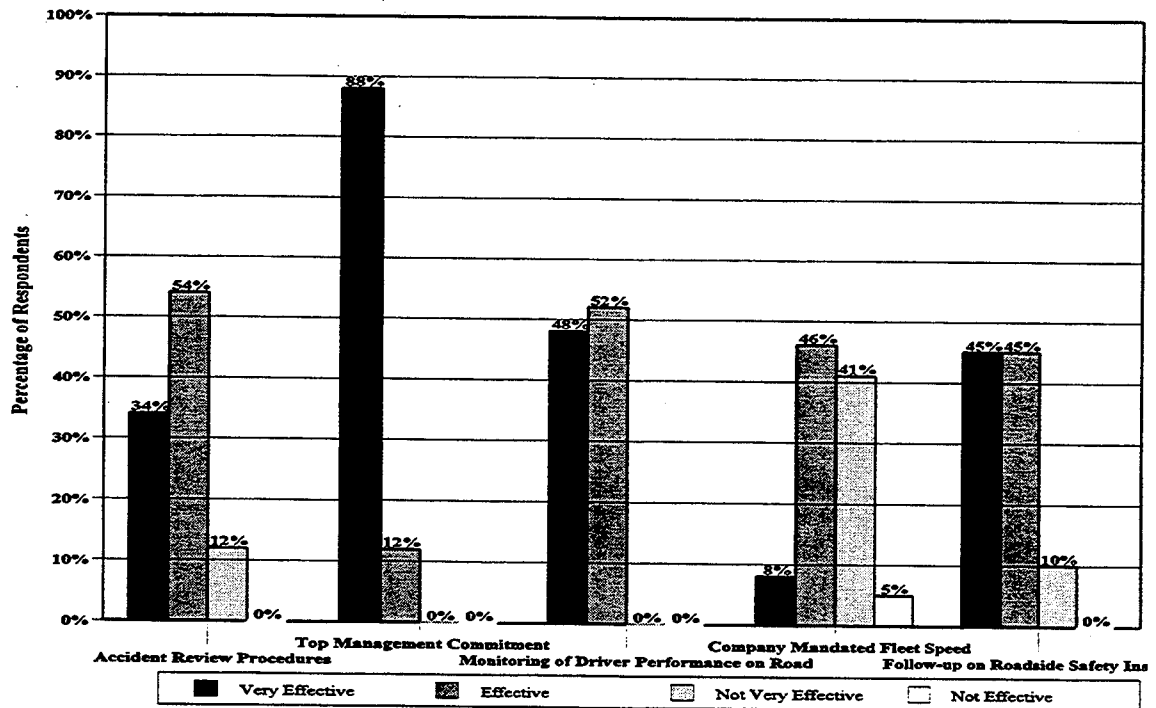
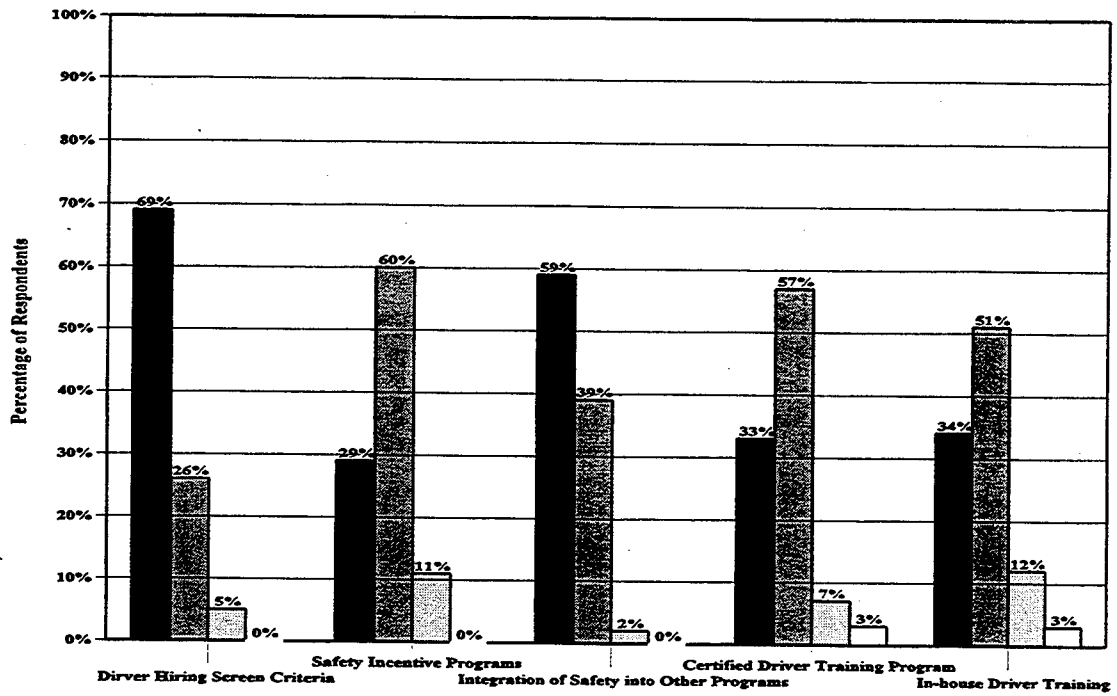


Figure 9. Motor carrier safety practices.

KEY ISSUES FOR CARRIER SAFETY OPERATION IMPROVEMENT

The respondents were asked to list key actions motor carriers could do to improve the safety of their operations. The following safety actions were cited most often (four states each): commitment to safety; systematic driver screening and monitoring programs; staying with hours-of-service regulations by using realistic delivery schedules; driver fatigue awareness training; and putting the drivers on an hourly rate. A complete listing of responses is provided in appendix B.

PERFORMANCE OF MOTOR CARRIER ASSOCIATION MEMBERS

Question 12 asked the respondents to rate the safety performance of carriers that belong to state motor carrier associations versus those that do not on the following 5-point scale:

Much worse	Somewhat Worse	No Difference	Somewhat Better	Much Better
1	2	3	4	5

The 38 respondents to this item rated association members as much better (4.34 average) than non-members with all of them giving a rating of three or higher and 89.5 percent rating giving a 4 or 5.

Effectiveness of State Motor Carrier Association Activities

The respondents were asked to rate the effectiveness of several state motor carrier association activities (table 10 and figure 10). The average score for the effectiveness of state motor carrier associations providing current safety information to their members is 3.37, with 92.7 percent rating as "effective" or very "effective." The associations were rated effective (3.32) in educating their members on safety issues, with 92.7 percent rating them as "effective" or "very effective." However, the associations were not rated as highly when serving as an intermediary for resolving disputed citations, etc. (average of 2.49 with only 56.4 percent rating as a 3 or 4).

Table 10. Effectiveness of state motor carrier association activities.

Activities	Number of States Using	Mean Rating	Percentage Rating as 3 or 4
Providing Current Safety Information	41	3.37	92.7
Education on Safety Issues	41	3.32	92.7
Serving as Intermediary	39	2.49	56.4

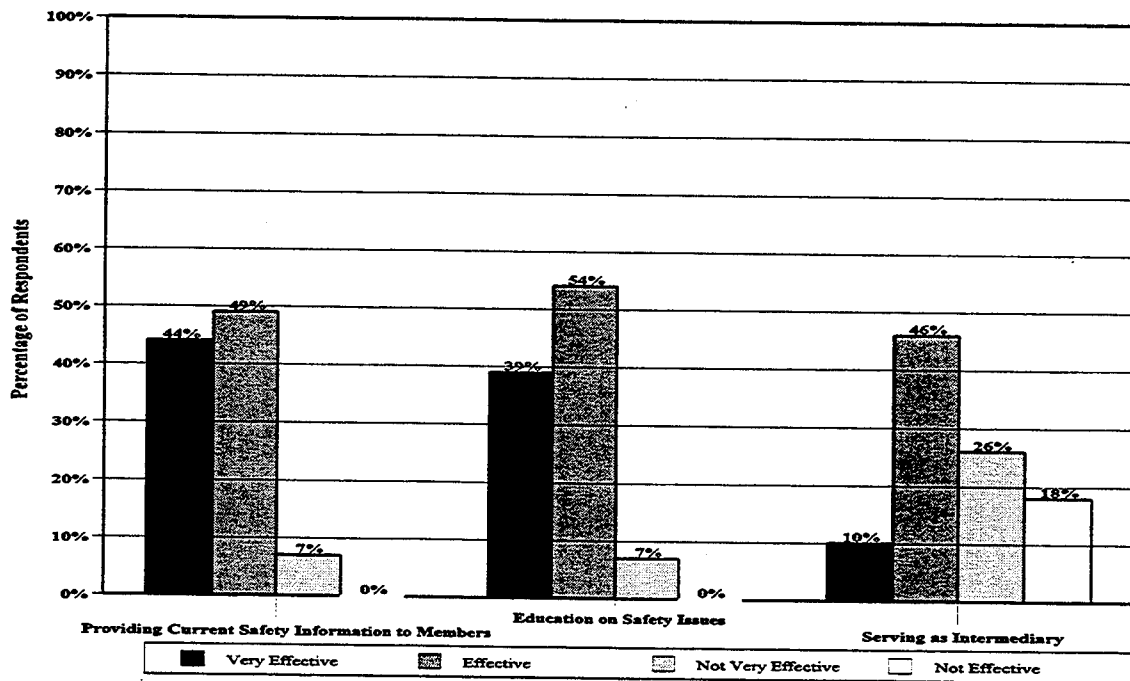


Figure 10. State motor carrier association activities.

4. GOVERNMENT RELATIONS WITH THE MOTOR CARRIER INDUSTRY

The third section of the survey asked the respondents' about their states' relationship with the motor carrier industry. Following is a description of the responses to these items.

CURRENT RELATIONSHIP BETWEEN STATE AGENCY AND CARRIER

The respondents were asked to evaluate the relationship between their states' motor carrier safety enforcement agencies and motor carrier industry. This item used the following 5-point scale:

Usually Very Confrontational	Usually Confrontational	Neutral	Usually Cooperative	Usually Very Cooperative
1	2	3	4	5

All 42 respondents answered this question. The average rating of the relationship was 4.57 with 97.6 percent giving a rating of 4 or 5. Significantly, 62 percent of the respondents reported the relationship was "Usually very cooperative."

RELATIONSHIP BUILDING ACTIVITIES

The respondents were asked to rate a series of activities that could be used to improve the relationship between state motor carrier safety enforcement agencies and the motor carriers. The rating was on a scale of 1 to 4, where 1 equals "not effective" and 4 equals "very effective" (see figure 2).

Thirty-six states (86%) reported that they have periodic meetings with motor carrier representatives to discuss key issues. This activity received an average score of 3.46 with 94.3 percent rating it effective or very effective. Twenty-five states (60%) include motor carrier representatives in planning activities (e.g., strategic plans, business plans, etc.). This activity received an average score of 3.29 with 91.7 percent rating it as "effective" or "very effective."

Forty-one states (98%) reported that they cooperate with the motor carrier industry in safety education activities (e.g., seminars, short courses, publications, etc.) The average score for this activity was 3.53 with 97.5 percent of the respondents rating it as "effective" or "very effective." Twenty states (64.3%) indicated that they provide motor carriers with timely access to state-maintained safety data (e.g., inspection reports, carrier safety ratings, etc.). This program received an average score of 3.19 with 84.6 percent rating as "effective" or "very effective." The distribution of responses is shown in figure 11.

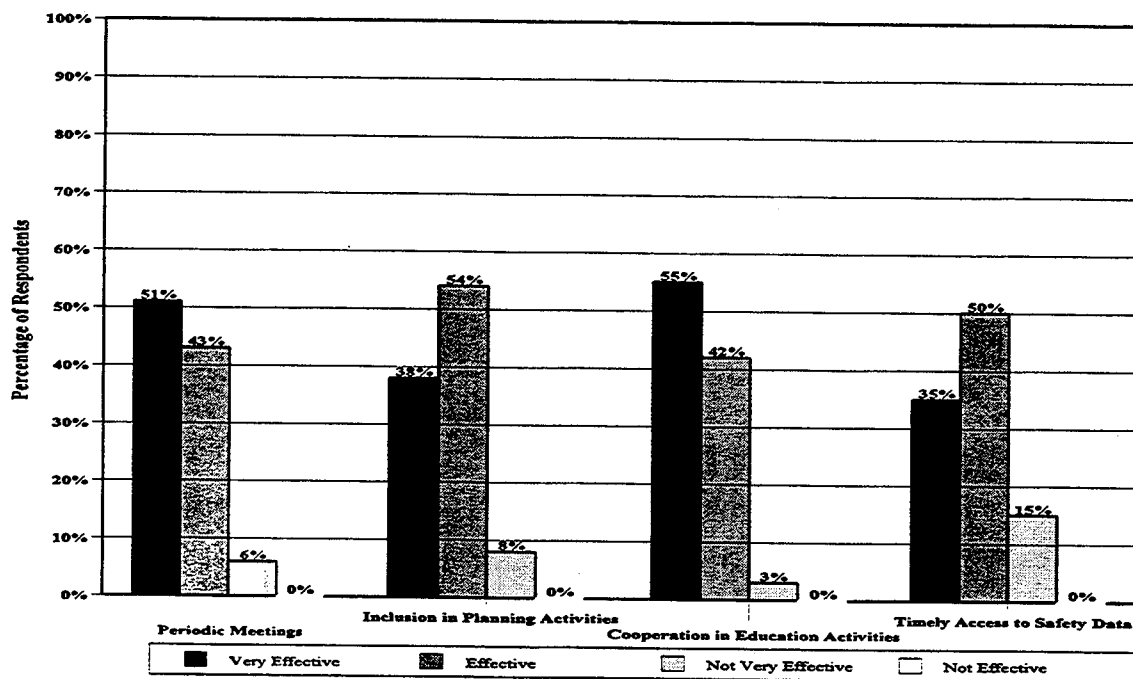


Figure 11. Relationship building activities.

ADDITIONAL METHODS TO IMPROVE AGENCY-INDUSTRY RELATIONSHIPS

The respondents were asked to list any other methods they use to improve the relationship between their agencies and motor carrier industry. The methods cited most often were: acting as judges for each other in the driving or inspection competitions (4 states); industry outreach programs (4 states); transportation industry associations (3 states); and serving as a member of

the motor carrier advisory board (3 states). A complete listing of responses is provided in appendix B.

ISSUES AFFECTING AGENCY-INDUSTRY RELATIONSHIPS

Question 17 asked the respondents to list the three most important issues affecting the state's relationship with the motor carrier industry. The issues listed most often were: education, training and enforcement on annual legislation (10 states); communication (9 states); commitment of the carriers to driver and equipment safety (7 states); cooperation (7 states); trust (4 states); and uniformity of interstate and intrastate regulations (3 states). A complete listing of responses is provided in appendix B.

METHODS TO IMPROVE AGENCY-CARRIER RELATIONSHIPS

Question 18 asked the respondents what they thought were the best ways to improve the relationship between state agencies and the motor carrier industry. Communications between the two entities was cited most often (13 states). A complete listing of responses is provided in appendix B.

5. RESPONDENT DEMOGRAPHICS

The final section of the survey requested demographic and statistical information about motor carrier safety operations in the various states. Following is a description of the responses to these items.

NUMBER OF MOTOR CARRIERS BASED IN THE RESPONDING STATES

The number of carriers based in the responding states ranged from a low of 1,500 to a high of 101,747 with a median of 12,000 motor carriers. Table 11 shows the distribution of responses to this question.

Table 11. Number of motor carriers registered in the state.

Number of Motor Carriers	Frequency	Percentage
1000-10,000	12	44.5
10,001-20,000	9	33.3
20,001-30,000	2	7.4
30,001 - 40,000	2	7.4
40,001+	2	7.4
Total	27	100.0

STATE AGENCIES RESPONSIBLE FOR MOTOR CARRIER SAFETY

The respondents were asked to list all of the state agencies that were involved with motor carrier safety in their states. Twenty-four states reported having more than one agencies involved (high of 6) and 13 only one agency. Table 17 lists the number of times each type of agency was mentioned.

Table 12. State agencies most involved in motor carrier safety activities.

Type of Agency	Times Mentioned
State Police/Highway Patrol	33
Transportation/Highway Department	23
Department/Bureau of Motor Vehicles	13
Revenue Agency	6
Utilities Commission	4
Other	8

NUMBER OF STATE PERSONNEL INVOLVED IN MOTOR CARRIER SAFETY ACTIVITIES

The total number of state personnel involved in motor carrier safety activities varies widely from state to state. One state reported having only nine people involved, while the state with the most safety personnel reported 902 with the median number of personnel being 133.

Table 13 shows the distribution of responses to this item.

Table 13. Number of state agency personnel involved in motor carrier safety activities.

Number of Personnel	Frequency	Percentage
1-100	18	42.9
101-200	12	28.6
201-300	5	11.9
301-400	4	9.5
400+	3	7.1
Total	42	100.0

PERCENTAGE OF TIME SPENT ON MOTOR CARRIER SAFETY EDUCATION ACTIVITIES

The highest percentage of staff time spent on motor carrier safety education activities was 30 percent with a low of 3 percent. The average percentage of time reported was 11 percent and the median is 8. Table 14 shows the distribution of response to this question.

Table 14. Percentage of Time Spent on Safety Education Activities.

Percentage of Time	Frequency	Percentage
1-10	27	71.1
11-20	8	21.1
21-30	3	7.8
Total	38	100.0

NUMBER OF ROADSIDE INSPECTIONS CONDUCTED IN PREVIOUS YEAR

The highest number of inspections reported for 1998 was 452,856, the lowest number 2,692, with a median of 31,250. Table 15 shows the distribution of these numbers.

Table 15. Number of roadside inspections in the previous year.

Number of Inspections	Frequency	Percentage
1 - 10,000	8	19.0%
10,001 - 20,000	8	19.0%
20,001 - 30,000	5	11.9%
30,001 - 40,000	8	19.0%
40,001 - 50,000	3	7.1%
50,001 - 60,000	2	4.8%
60,001 - 70,000	3	7.1%
70,001 - 100,000	2	4.8%
100,001+	3	7.1%
Total	42	100.0%

NON-INSPECTION SAFETY-RELATED MOTOR CARRIER SAFETY CONTACTS

Non-Inspection Related Motor Carrier Safety Enforcement Contacts

The highest number of annual non-inspection safety enforcement contacts reported was 600,000 and the lowest number is 0 with a median of 200. Table 15 shows the distribution of responses.

Table 16. Number of motor carrier safety enforcement contacts other than inspections.

Number of Contacts	Frequency	Percentage
0 - 100	12	41.4%
101 - 200	3	10.3%
201 - 300	4	13.8%
1,001+	10	34.5%
Total	29	100.0%

Motor Carrier Educational Contacts

Thirty-two states reported having educational contacts with motor carriers. The highest number reported was 5,000, the lowest number is 0, with the mean of 68 per year. Table 17 shows the distribution of responses.

Table 17. Number of motor carrier educational contacts.

Number of Contacts	Frequency	Percentage
0 - 100	20	62.5%
101 - 200	3	9.4%
201 - 300	1	3.1%
301 - 400	1	3.1%
401 - 500	3	9.4%
501+	4	12.5%
Total	32	100.0%

FUNDING OF MOTOR CARRIER SAFETY ACTIVITIES

The annual amount of motor carrier safety funding reported by the respondents ranged from a high of \$20 million to a low of \$30,000 dollars with an average of \$4.3 million (median \$2.45 million). The percentage of this funding spent on motor carrier safety education activities ranged from one to 90 percent (average of 12% and median of 5%). Tables 18 and 19 show the distribution of responses for these questions respectively.

Table 18. Funding for motor carrier safety activities.

Funding (\$)	Frequency	Percentage
0 - 1,000,000	6	20.7%
1,000,001 - 2,000,000	6	20.7%
2,000,001 - 3,000,000	6	20.7%
3,000,001 - 4,000,000	3	10.3%
4,000,001+	8	27.6%
Total	29	100.0%

Table 19. Percentage of funds spent on motor carrier safety education.

Percentage of Funds	Frequency	Percentage
1 - 10	22	81.5
11 - 20	1	3.7
21+	4	14.8
Total	27	100.0

APPENDIX A: SURVEY MATERIALS



July 28, 1999

FIELD(First Name) FIELD(Last Name)

FIELD(Title)

FIELD(Organization)

FIELD(Address)

Dear FIELD(Salute) FIELD(Last Name):

Subject: Survey of State Motor Carrier Safety Activities

In about a week you will receive a request to complete a brief questionnaire. We are mailing it to you in an effort to learn about your state's motor carrier safety enforcement and educational activities.

The survey is part of a study we are conducting for the I-95 Corridor Coalition. The information collected will be used to help develop a coordinated motor carrier safety management program for the coalition's member states.

We would greatly appreciate your taking the few minutes necessary to complete and return the questionnaire.

If you have any questions about the survey or the overall study, please feel free to contact me at (814) 863-0572, via fax at (814) 865-3039 or E-mail at mlp2@psu.edu.

Thank you in advance for your help.

Sincerely,

Michael L. Patten
Project Manager



INTERVIEW OUTLINE

Subject: Telephone Interview Concerning Motor Carrier Safety Activities

Project: **I-95 CORRIDOR COALITION FIELD OPERATIONAL TEST #10 (FOT #10),
COORDINATED SAFETY MANAGEMENT**

Sponsor: I-95 Corridor Coalition via the Pennsylvania Department of Transportation



August 4, 1999

FIELD(Salute) FIELD(First Name) FIELD(Last Name)

FIELD(Title)

FIELD(Organization)

FIELD(Address)

Dear FIELD(Salute) FIELD(Last Name):

Subject: Survey of State Motor Carrier Safety Activities

The Center for Intelligent Transportation Systems at The Pennsylvania State University is assisting the I-95 Corridor Coalition develop a coordinated motor carrier safety management program for the member states. The results of this project will be used to develop a prototype comprehensive, performance-based motor carrier safety compliance and management program that will help to integrate safety activities within states and coordinate activities across I-95 Corridor Coalition member states, thereby promoting uniform safety enforcement in the Northeast Corridor "truckshed."

As part of this study, we are surveying the lead commercial vehicle operations (CVO) safety agency in each state to gather information concerning its motor carrier safety enforcement and educational activities. You are being asked to complete this questionnaire because you were identified as the person with oversight of CVO safety activities in your state. **We ask that you please complete the enclosed survey and return it to us no later than Friday, August 20, 1999.**

Enclosed you will find the following survey materials:

- A questionnaire that we would like you to complete.
- A "Project Synopsis and Informed Consent Form."
- A postage-paid business reply envelope for returning the questionnaire.

You may be assured of complete confidentiality. The questionnaire has an identification number for mailing purposes only. This is so we may check your name off the mailing list when your questionnaire is returned. Your name will never be placed on the questionnaire itself. The survey results will be reported in summary form and will not identified in any way with a specific agency or individual.

The results of this research will be made available to the member states of the I-95 Corridor Coalition. You may receive a summary of the results by writing "Copy of Results Requested" on the last page of the questionnaire.

I would be most happy to answer any questions you might have about this survey or the overall study of which this survey is a part. Please write or call. My telephone number is (814) 863-0572.

Thank you very much for your assistance.

Sincerely,

Michael L. Patten
Project Manager



PROJECT SYNOPSIS AND INFORMED CONSENT FORM

July 1999

**Project: I-95 CORRIDOR COALITION FIELD OPERATIONAL TEST #10 (FOT #10),
COORDINATED SAFETY MANAGEMENT**

Sponsor Contact: Dennis Lebo
Pennsylvania Department of Transportation
9th Floor, Forum Place
555 Walnut St.
Harrisburg, PA 17101-1900
(717) 783-9776

Project Director: Konstadinos G. Goulias, Ph.D., Director, The Center for Intelligent Transportation Systems

Project Manager: Michael L. Patten

Address & Phone: The Pennsylvania Transportation Institute
The Pennsylvania State University
201 Transportation Research Building
University Park, PA 16802-4710
Tel: (814) 863-0572

The findings of this project (I-95 Corridor Coalition Field Operational Test #10 (FOT #10), Coordinated Safety Management) will be used to develop a prototype comprehensive, performance-based motor carrier safety compliance and management program to support the region's commercial vehicle operations (CVO) activities. This program will be used to integrate safety activities within states and coordinate activities across I-95 Corridor Coalition member states, thereby promoting uniform safety enforcement in the Northeast Corridor "truckshed."

This survey is being used to collect information on the CVO-related safety enforcement and educational activities of the agencies responsible for overseeing the motor carrier industry throughout the United States. You are being asked to complete this questionnaire because you were identified as the person with oversight of CVO safety activities in your state.

Participation in the survey and completion of the questionnaire are entirely voluntary and will not affect your participation in current or future CVO programs or activities at the state, regional, or national levels. Your answers will remain strictly confidential. Please try to answer all of the questions, but if you do not want to answer a specific question you may skip it. The survey results will be reported in summary form and will not identified in any way with a specific agency or individual.

By completing the survey questionnaire, you acknowledge that you understand the purpose of the survey and that the information collected will be kept confidential. You also acknowledge that you were provided the opportunity to decline participation in the survey.

Thank you very much for your assistance.

PENNSTATE



Center for Intelligent Transportation Systems
The Pennsylvania Transportation Institute
The Pennsylvania State University
201 Transportation Research Building
University Park, PA 16802-4710

(814) 863-0572
Fax: (814) 865-3039

Survey of State Motor Carrier Safety Activities

Conducted by: **The Center for Intelligent Transportation Systems
The Pennsylvania State University
201 Transportation Research Building
University Park, PA 16802
Tel: (814) 863-0572**

The Center for Intelligent Transportation Systems at The Pennsylvania State University is assisting the I-95 Corridor Coalition develop a coordinated motor carrier safety management program for the member states.¹ The results of this project will be used to develop a prototype comprehensive, performance-based motor carrier safety compliance and management program to support the region's commercial vehicle operations (CVO) activities. This program will be used to integrate safety activities within states and coordinate activities across I-95 Corridor Coalition member states, thereby promoting uniform safety enforcement in the Northeast Corridor "truckshed."

The results of this survey will provide information concerning motor carrier safety enforcement and educational activities throughout the United States.

To ensure that information is included from as many states as possible, please complete and return this questionnaire by **Friday, August 20, 1999** in the postage-paid envelope provided. The questionnaire will take about 20 minutes to complete.

Please be assured that your answers will be kept completely confidential. This questionnaire has an identification number for mailing purposes only. This is so we may check off your agency on the mailing list when the survey is returned. We plan to produce statistical and qualitative summaries of the information provided and will not identify any information as coming from a specific state agency or individual. Please try to answer all of the questions, but if you do not want to answer a specific question you may skip it.

When you are finished, please place the questionnaire in the enclosed postage-paid, business-reply envelope and return it to us by **Friday, August 20, 1999**.

If you have any questions or require additional information about this study, please feel free to contact Michael Patten at (814) 863-0572, via fax at (814) 865-3039 or E-mail at mlp2@psu.edu.

Thank you very much for your assistance with this project.

¹The member states are Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, and Virginia.

Section 1: Your State's Motor Carrier Safety Activities

1. The following is a list of **motor carrier safety enforcement programs/activities**. Please indicate which of these are used in your state; for the programs that you use, please indicate your opinion of how effective (on a scale of 1 to 4 with 1=not effective and 4=very effective) they have been in improving motor carrier safety in your state. **Please circle your answer.**

Motor Carrier Safety Program/Activities	Used by your State?	Effectiveness? (4=very effective; 1=not effective)			
a. Roadside safety inspections	<input type="checkbox"/>	4	3	2	1
b. Use of the Inspection Selection System (ISS) to select vehicles and/or carriers for inspection	<input type="checkbox"/>	4	3	2	1
c. Use of ASPEN software to collect and/or access inspection data	<input type="checkbox"/>	4	3	2	1
d. Exchange of data via the Safety and Fitness Electronic Records (SAFER) Mailbox	<input type="checkbox"/>	4	3	2	1
e. Use of fixed safety inspection sites	<input type="checkbox"/>	4	3	2	1
f. Use of mobile safety inspection teams	<input type="checkbox"/>	4	3	2	1
g. Use of weigh-in-motion equipment for enforcement	<input type="checkbox"/>	4	3	2	1
h. Use of mobile weight-enforcement teams	<input type="checkbox"/>	4	3	2	1
i. State commercial vehicle accident investigation program	<input type="checkbox"/>	4	3	2	1
j. Checks of motor carrier safety records before issuing registration documents	<input type="checkbox"/>	4	3	2	1
k. Regular on-site motor carrier safety compliance reviews and/or audits	<input type="checkbox"/>	4	3	2	1
l. Roadside electronic clearance of vehicles to assist in targeting vehicles for roadside safety inspections	<input type="checkbox"/>	4	3	2	1
m. Pre-clearance program to electronically identify vehicles that have already been inspected so that they can pass multiple safety inspection sites	<input type="checkbox"/>	4	3	2	1
n. Use of SafeStat (Safety Status Measurement System) to identify carriers requiring safety enforcement actions	<input type="checkbox"/>	4	3	2	1
o. Use of PRISM to monitor motor carriers and suspend vehicle registrations if necessary	<input type="checkbox"/>	4	3	2	1
p. Linking of various state maintained motor carrier safety and credential databases to assist safety enforcement	<input type="checkbox"/>	4	3	2	1
q. Use of educational programs to help the general motoring public understand how to share the road with large trucks (e.g., "No-Zone")	<input type="checkbox"/>	4	3	2	1
r. Sponsoring, coordinating, and/or participating in the delivery of motor carrier safety programs developed by others (e.g., FHWA, insurance companies, motor carrier associations, etc.)	<input type="checkbox"/>	4	3	2	1
s. Annual or periodic state commercial vehicle safety inspection program	<input type="checkbox"/>	4	3	2	1

2. Please list any additional motor carrier safety programs your state utilizes.

3. What are the **three most critical motor carrier safety issues** in your state and what steps are being taken by your state to address them?

4. The following is a list of **motor carrier safety educational programs/activities**. Would you please indicate which of them are used in your state; and for the programs that are in use, please indicate your opinion of how effective (on a scale of 1 to 4 with 1=not effective and 4=very effective) they have been in improving motor carrier safety in your state. **Please circle your answer.**

Motor Carrier Safety Education Program/Activities	Used by your State?	Effectiveness? (4=very effective; 1=not effective)			
a. State sponsored safety seminars/classes/conferences for the motor carrier industry	<input type="checkbox"/>	4	3	2	1
b. State sponsored motor carrier safety publicity programs	<input type="checkbox"/>	4	3	2	1
c. An Internet site with general motor carrier safety information maintained by your state	<input type="checkbox"/>	4	3	2	1
d. The posting of motor carrier rules and regulations on an Internet site by your state.	<input type="checkbox"/>	4	3	2	1
e. Regular provision of safety performance information to carriers in "hardcopy" form.	<input type="checkbox"/>	4	3	2	1
f. Regular provision of safety performance information to carriers in electronic format.	<input type="checkbox"/>	4	3	2	1
g. Motor carrier safety-related publications (brochures, manuals, pamphlets, newsletters, bulletins, etc.) produced and distributed by your state	<input type="checkbox"/>	4	3	2	1
h. Site visits conducted by state agencies to assist motor carriers in setting up or enhancing existing safety programs	<input type="checkbox"/>	4	3	2	1

5. Please list any additional motor carrier educational programs your state utilizes.

6. If you have any safety enforcement or educational programs directed specifically at passenger carriers (e.g., intercity bus companies, school bus operators, etc.), please list them below.

7. What are the **three most critical motor carrier educational needs** in your state and what steps are being taken to address them?

8. Please list below any states that you think have an excellent motor carrier safety program ("**the best of the best**") and note why you think these states have excellent programs.

9. Does your state plan to participate in the PRISM program? YES NO

a. If YES, when do you plan to have the program implemented?

Section 2: Motor Carrier Safety Practices

10. The following is a list of some activities that motor carriers might do to improve the safety of their operations. Please indicate your opinion of how effective (on a scale of 1 to 4 with 1=not effective and 4=very effective) the activities are in improving motor carrier safety. **Please circle your answer.**

Motor Carrier Safety Practices	Effectiveness? (4=very effective; 1=not effective)			
a. Driver hiring screening criteria	4	3	2	1
b. Safety incentive/awards programs	4	3	2	1
c. Integration of safety into the company's hiring, compensation, and retention programs	4	3	2	1
d. Requiring drivers to complete a certified driver training program	4	3	2	1
e. In-house driver training programs	4	3	2	1
f. Accident review procedures	4	3	2	1
g. Top management commitment and involvement in safety	4	3	2	1
h. Monitoring of driver performance on the road	4	3	2	1
i. Company mandated fleet speeds below posted speed limits for traveled routes	4	3	2	1
j. Follow-ups on the results of roadside safety inspection results	4	3	2	1

11. Are there other key things motor carriers should do to improve the safety of their operations?

12. In general, how does the safety performance of carriers that belong to state motor carrier associations compare to non-members?

Much Better Somewhat Better No Difference Somewhat worse Much Worse
☐ ☐ ☐ ☐ ☐

13. How effective do you think state motor carriers associations are in the following activities (on a scale of 1 to 4 with 1=not effective and 4=very effective)? **Please circle your answer.**

State Motor Carrier Association Activities	Effectiveness? (4=very effective; 1=not effective)			
a. Providing current safety information to their members.	4	3	2	1
b. Educating their members on safety issues.	4	3	2	1
c. Serving as an intermediary for resolving disputed citations, etc.	4	3	2	1

Section 3: Government Relations with the Motor Carrier Industry

14. Please characterize the relationship your state's motor carrier safety enforcement agencies have with the motor carrier industry on the following scale.

Usually Very Cooperative	Usually Cooperative	Neutral	Usually Confrontational	Usually Very Confrontational
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

15. The following is a list of some activities that could be used to improve the relationship between state motor carrier safety enforcement agencies and the motor carriers industry. Please indicate which of them are used in your state; for the ones that are in use, please indicate your opinion of how effective (on a scale of 1 to 4 with 1=not effective and 4=very effective) the activity has been in improving relations with the motor carrier industry.

Relationship Building Activities	Used by your State?	Effectiveness? (4=very effective; 1=not effective)			
a. Periodic meetings between state safety oversight and enforcement agencies and motor carrier representatives to discuss key issues	<input type="checkbox"/>	4	3	2	1
b. Inclusion of motor carrier representatives in planning activities (e.g., strategic plans, business plans, etc.)	<input type="checkbox"/>	4	3	2	1
c. Cooperation with the motor carrier industry in safety education activities (e.g., seminars, short courses, publications, etc.)	<input type="checkbox"/>	4	3	2	1
d. Providing motor carriers with timely access to state-maintained safety data (e.g., inspection reports, carrier safety ratings, etc.)	<input type="checkbox"/>	4	3	2	1

16. Please list any additional methods your state uses to improve its relationship with the motor carrier industry.

17. What are the **three most important issues** affecting your state's relationship with the motor carrier industry?

18. What do you think is the best way to improve relations between state safety oversight and enforcement agencies and the motor carrier industry?

Section 4: Information About Your State's Motor Carrier Safety Operations

19. Approximately how many motor carriers are based in your state? carriers

20. Please list all of the **state agencies** in your state with responsibility for motor carrier safety:

Agency	Responsibilities

21. What is the **total** number of state personnel involved in motor carrier safety activities in your state?

22. Approximately what percentage of the motor carrier safety staff's time is spent on safety education activities?%

23. Approximately how many roadside safety inspections were conducted in your state last year? inspections

24. Other than roadside inspections, approximately how many safety-related contacts of the following types does your state have in a typical year?


a. Motor carrier safety enforcement contacts other than safety inspections per year

b. Motor carrier educational contacts per year

25. Last year, how much did your state spend on motor carrier safety activities? \$

26. Approximately what percentage of the amount in question 25 did your state spend on motor carrier safety education programs?%

27. What is your position or job title?

Please turn page 

Thank you for assisting us with this important project.

Please place this questionnaire in the enclosed postage-paid, business-reply envelope and return it to us by **Friday, August 20, 1999.**

If you would like to provide any additional comments please write them below or on additional sheets of paper.

If you would like a copy of the survey results, please include a business card, or write "Copy of Results Requested," below.

Additional Comments

1-Week Follow-Up Postcard

August 11, 1999

Greetings:

About a week ago a questionnaire seeking information about your state's motor carrier safety and educational activities was mailed to you. This survey was sent to the agency having lead responsibility for these activities in each state.

If you have already completed and returned the questionnaire to us please accept our sincere thanks. If not, please do so today. Because only 50 agencies were included in the sample it is extremely important that your responses be included in the study if the results are to accurately represent the opinions of the agencies throughout the U.S.

If, by some chance, you did not receive the survey packet, or it got misplaced, please contact me and I will mail you another one. I can be reached at (814) 863-0572 or via E-mail at mlp2@psu.edu.

Thank you very much for your assistance.

Sincerely,

Michael L. Patten
Project Manager



September 9, 1999

FIELD(Salute) FIELD(First Name) FIELD(Last Name)
FIELD(Title)
FIELD(Organization)
FIELD(Address)

Dear FIELD(Salute) FIELD(Last Name):

Subject: Survey of State Motor Carrier Safety Activities

About four weeks ago I mailed you a questionnaire seeking information about your state's motor carrier safety and educational activities. As of today, we have not yet received your completed questionnaire.

The Center for Intelligent Transportation Systems at The Pennsylvania State University is assisting the I-95 Corridor Coalition develop a coordinated motor carrier safety management program for the member states. The results of this project will be used to develop a prototype comprehensive, performance-based motor carrier safety compliance and management program that will help to integrate safety activities within states and coordinate activities across I-95 Corridor Coalition member states, thereby promoting uniform safety enforcement in the Northeast Corridor "truckshed."

I am writing you again because of the significance each questionnaire has to the usefulness of this study. Because only 50 agencies were included in the sample, it is extremely important that your responses be included if the results are to accurately represent the opinions of the agencies throughout the United States. **Please take the time to complete and return the questionnaire today.**

In the event that your questionnaire has been misplaced, a replacement is enclosed.

Your cooperation is greatly appreciated.

Cordially,

Michael L. Patten
Project Manager

enc: Questionnaire
Project Synopsis and Informed Consent Form
Business Reply Envelope

PENNSSTATE



Center for Intelligent Transportation Systems

The Pennsylvania Transportation Institute
The Pennsylvania State University
201 Transportation Research Building
University Park, PA 16802-4710

(814) 863-0572
Fax: (814) 865-3039

DATE

FIELD(Salute) FIELD(First Name) FIELD(Last Name)
FIELD(Title)
FIELD(Organization)
FIELD(Address)

Dear FIELD(Salute) FIELD(Last Name):

Subject: Survey of State Motor Carrier Safety Activities

Thank you for participating in our survey of CVO-related safety enforcement and educational activities throughout the United States.

The information you provided should prove very valuable in developing future motor carrier safety programs.

If you have any further questions about this project please feel free to contact me at the address above.

Thank you once again for your assistance.

Sincerely,

Michael L. Patten
Project Manager

APPENDIX B: WRITTEN RESPONSES TO QUESTIONS

Note: The written responses are presented verbatim as written on the survey forms.

Additional motor carrier safety programs.
Cooperation with the Motor Transport Association and other various groups to further education and public outreach
IRAP Program (follow up to inspections) offers education where needed or additional enforcement if carrier continues to be non compliant
Public safety awareness campaigns
IRAP = Inspection Repair Audit Program
Intra-state CR's = Compliance Reviews based on Carrier Safetynet Data
CVISN Participant = Commercial Vehicle Information Systems Network
Westa Model State = Weigh Station Simulation for I-65 Northbound Seymour
CDL = Medical Pilot State
"Virtual Scales" = Project with Indiana Department of Transportation.
Concentration on traffic enforcement on commercial vehicles
Wireless communication currently being set up for SDM
Supply overtime funds for some local police departments to perform motor carrier enforcement and inspections.
Inspection Repair & Audit Program (IRAP) follows up on roadside inspections. U.S. 301 Corridor Project targets CMV traffic violations.
Project ADVANCE targets aggressive driving on the Capital Beltway.
We have been testing the "Breakaway" Torque Brake Tester to reveal hidden brake defects on CMV's.
We have been working to maximize truck parking availability to combat fatigue driving. We participate in International Highway Transportation Safety Week
We are now just starting to field MDT's that will allow us to use ISS, Safer, etc.
The Michigan Center for Truck Safety, with funding provided by the Michigan Truck Safety Commission, conducts the following:
Driver Performance Measurement—The Michigan Center for Decision Driving.
Mobile Classroom to bring driver training to carriers—Interactive video training.
Also have a Hazardous Materials Unit and Investigation (Criminal and Regulatory) Unit.
Truck inspection safety program in partnership with industry and the Minn. Dept. of Transportation on state construction sites
Continuing partnerships with local law enforcement to provide commercial vehicle enforcement
Intrastate SafeStat system
Intrastate CR program
Consortia training
New carrier awareness training
Participation on industry response activities

Additional motor carrier safety programs.
Maps Team—Metropolitan aggressive selective team—set up in metropolitan areas and concentrate on CMV's that are not normally inspected at roadside.
CAPRI—for Compliance Reviews of motor carriers
Governor's School Bus Task Force
Operation TrashNat
International Highway Safety Week (June of every year)
Operation AirBrake
NYS Public Transportation Safety Board—Bus accident investigators and site visits
Annual Motor Carrier Safety Conference
Judicial Outreach Program with magistrates/judges
Educational outreach to trucking firms and drivers
Follow-up maintenance audits
Educational contacts
Special study inspection—we do a driver (Level II) inspection with one officer while another officer directs the vehicle to run through a brake testing machine, thus we inspect the number 1 cause of C.U. accidents (the driver) and the number 1 mechanical failures (brakes) and only these two areas (driver/brakes)

Three most critical motor carrier safety issues in your state and what steps are being taken by your state to address them?

Most critical issue is high crash rate on certain highways. These high crash corridors are saturated several times monthly with extra patrols to target CMV's committing serious traffic violations and remove fatigued/impaired drivers

- Excessive speeds
- HOS violations
- Construction zone crashes > active enforcement

1. Moving violations
2. CVSA out-of-service guidelines
3. Size and weight issues

1. Lack of adequate personnel
2. Currently reassessing structure
3. Accidents

1. Intersection fatalities involving CMVs
2. Off-site roadside safety inspections at critical intersections

1. Reduce CMV crashes
2. Increase level 1 inspections
3. Public safety information—enforcement

- Driver fatigue/education and driver enforcement
- Driver error/education

1. Drivers—Safety and Commercial Motor Vehicle crash concerns to reduce CMV fatalities,
2. Weights—Detection of overweightes,
3. Money for CVISN deployment

- CMV Fatality Accidents— increased enforcement efforts
- CMV Fatal Accident Report Data Entry —trying to increase personnel
- ITS— attending meetings and trying to secure funding to provide these services.

1. Moving violations concentrated traffic enforcement effort
2. Unqualified drivers—conducting of intrastate compliance reviews
3. Reporting of crash inspection data—overhaul of reporting criteria

1. Crashes (emphasis on rollovers on ramps) selective enforcement on ramps including A. Speed, B. Hours of service, C. Load securement.
2. Aggressive CMV operation—increase awareness of troopers
3. Overweight vehicles—some with maintenance issues—Level 1 inspections with overweight screening

- Fatigue driving —we are working with trucking associations and state agencies to maximize the availability of parking areas for truckers to obtain uninterrupted rest
- Compliance Reviews— We are working toward dedicating more people to perform CR's on a regular basis
- Moving Violations— 90-95% of CMV involved crashes are caused by some type of driver error. We will strive to increase enforcement efforts on moving violations without sacrificing safety inspections.

Hours of service—enforcement priority, almost 30% of our summonses are issued for this

- CMV Crashes— Fatal Accident Complaint Team - Fatigue Studies - Checklanes, audits, expanded Truck Parking
- No Zone - Hazardous Action Ride-Along and Crash Uploads— working with other agencies
- Speed— Increased speed enforcement activities and Automated inspection uploads—computer assigned per officers

Three most critical motor carrier safety issues in your state and what steps are being taken by your state to address them?

- Driver alertness impairment

- Speeding

- Other driving violations

- Leaking loads— construction trucks (example)

- Gravel— sand

- Accidents— inspections, CR's, traffic enforcement

- ITS/CVO— ongoing projects

- Education starting new PI&E programs safe-driving campaigns

1. CMV Crashes—use slick top enforcement patrol vehicles/increased level III inspections

2. CMV Crashes—Greater concentration on serious CDL violations on CMV's

3. CMV Crashes—Increased special traffic enforcement operation/identified high crash counties and corridors and increased enforcement in those areas/public outreach—"no zone"—J.O.P., etc.

1. Collection of data, working with ND DOT to improve collection forms—training officers

2. Manpower—we are involving our entire department

3. Increasing traffic at Canadian border ports—building inspection locations at these sites

- Accidents— Identified top 10 accident CMV corridor assigned CVE team to work accident corridors, assigned MAPS team to work metropolitan areas

- Education, No-Zone providing information to motor carriers

- Reduction of CMV crashes

- Education of Public and the motor carrier industry about safety —see attached CVSP

- State Regulated truck ban (vehicles 103" wide/53' long) on secondary roadways— solution—decreased enforcement on these roadways, and strict penalties

- Moving Traffic Enforcement programs— involving commercial vehicles—solution—dedicated patrols for CMV hazardous violation

- Motorcoach compliance —increased motorcoach detection inspection

1. Poor maintenance—CR Program, seminars trucking events

2. State has several separate CVO databases that do not relate to each other

3. Non-compliance with OOS orders. Very limited follow-up (L 20%)

- Integrating Intrastate Carriers into OMCHS Data Bases

- Inadequate truck parking/rest area facilities to complement hours of service requirements

- Lack of adequate safety inspectors within NYC

1. Inter-agency coordination lacking

2. Inadequate staffing enforcement and regulatory agencies

3. Lack of organized industry support little being done

Aggressive driving—focused moving violation enforcement

1. Lack of funding for the unit. All State and Federal resources are being looked at

2. Crash reduction in our crash corridors. Evaluating our programs and maximizing our limited resources

3. New ITS Technologies, replacement of old equipment and technical support for the ITS technologies. Getting personnel trained and using our Federal and State partners resources

- Crashes involving CMV: saturation teams in critical areas

- CDL: investigation of false or non-existence, suspended license

- HazMat: HM inspections and shipper reviews

Three most critical motor carrier safety issues in your state and what steps are being taken by your state to address them?

- Hours of service
- Serious traffic violations
- Defective equipment
- Active education and enforcement programs are used to address all three issues

- Unsafe commercial vehicles from Mexico— enhanced inspection activities at the border
- Motor Carrier Compliance —more emphasis on CR program, use civilian auditors
- Fatal accidents involving commercial motor vehicles— using task force operations, in some areas suing multi-agency task force operation

- I-80 Corridor Project— Performance based project
- I-15 reconstruction— commercial vehicle issues
- Local commercial vehicle —traffic issues

1. Reduce tractor trailer crashes—More traffic enforcement
2. New computers for data entry and targets problem carriers—seeking funds
3. More enforcement personnel—Making requests for more personnel

- Lack of inspection sites
- No compliance reviews— department just sent first inspector to the training

1. Sharing the road with trucks. Use marked and unmarked patrol vehicles public education
2. Identifying carriers with poor safety performance. Safety audits data, safe stat, accident reports, inspections
3. Insure out of service compliance. Re inspect truck before proceeding, severe penalties for non-compliance

- Motor coach crashes— we have increased our motor coach inspection program
- HazMat safety —we are dedicating more time to HazMat inspections
- General motor carrier safety —we are doing more mobile enforcement to get the carriers who avoid a fixed facility

C.V. accidents—we have enacted a plan called "Operation Safety First" our commission funded \$140,000.00 in overtime hours to do enforcement and driver/vehicle inspections on 4 corridors defined as high C.V. crash areas and 10 "non" interstate highways also defined as high C.V. crash areas

- Weather related accidents— billboards
- Mountain driving with unfamiliar drivers— handouts
- Driver log books and vehicle equipment— training more & Inspections

Additional motor carrier educational programs your state utilizes.
"No zone" program in conjunction with FHWA and industry
IRAP Program (see question #2)
Motorcoach
Load securement
No zone awareness displays are set up with trucking industry and LA Highway Safety Commission personnel to educate the public on sharing the road with commercial vehicles
Judicial Outreach Program—We attempt to keep judges and prosecutors current with motor carrier safety regulations
Industry Day—once each year we dedicate a day to informing motor carriers about what is going on in the way of programs and activities that may be of interest to them.
Michigan Center for Truck Safety—This group designs and implements safety programs such as decision driving, driver performance measures, and motor carrier safety education
No-Zone—Auditing log books
Hazardous materials—repair and maintenance
Driver qualifications—hours of service
Preparation for DOT audits
Drug and alcohol testing CFR Parts 382-397
Individual agencies conduct motor carrier safety programs
Judging state truck driving championships with OMC at drivers education classes—"Share the Road"
No-Zone campaign
Partnership with New Hampshire Motor Transport Association on "No-Zone" campaign at high schools and student driving classes
Monthly motor carrier safety meetings with industry and the public
Truck rodeo and driver championship—challenge events
BAITFISH—Bus Accident Investigation Training Program—4 courses
Annual Motor Carrier Safety Training
State Agency State/County Fair Exhibits
Buckle Up New York
Judicial outreach to magistrates
Work closely with SC Trucking Association and their on-going safety presentations
Work with the SC Motor Coach Association by attending meetings and providing speakers to their annual conferences
In partnership with OMCHS/FHWA we have presented a "no zone" videotape to each of the 60 plus high schools who still teach driver education

Safety enforcement or educational programs directed specifically at passenger carriers.

Our educational outreach program provides safety talks/lectures to industry upon request

School bus mandatory inspection, state conducted

Review and re-exam of school bus drivers

Provisions for twice yearly inspections of motor coaches registered in state

MCSAP/NHTSA are point of contact for us

School bus safety seminars and annual inspections

Motorcoach safety counsel

Motorcoach partnership program

The Public Service Commission regulates passenger carriers and performs periodic inspections on their vehicles

We inspect all school buses twice a year

Michigan Department of Transportation—Intercity buses

Michigan State Police—School Bus Safety Inspection Program

Independent unit to annually inspect school buses

Motor coach inspection programs at terminals and destinations

State law recently has required us to establish safety standards for CMV transporting 15 people or less

Terminal inspection program for all school buses

Outreach by regional bus supervisors

PTSB bus site visits

Annual "Report Card" mailing to 3,000 bus carriers

PUC does safety reviews of all intercity carriers (bi-annually)

SC requires all passenger carriers to have a safety rating when applying for intrastate authority (records are checked and buses are inspected).

We also have an active Motor Coach Inspection Program.

School bus driver clinics—(once every four years for the driver required)

Annual (100%) school bus inspection program during summer months. 25% inspection during winter months

Each tour bus domiciled in WV has at least two inspections each year at the terminal

The three most critical motor carrier educational needs in your state and what steps are being taken to address them?

- Small to moderate sized carriers distribute FHWA brochures, FMC Srs
- Share the road
- Construction zone driver behavior> brochures being considered and enforcement

New carrier entrance program—new carriers don't understand or choose not to afford themselves of educational opportunities

Regulatory changes, education to meet the needs and advise carriers of new laws

- Driver impairment and fatigue = assigning more officers specifically for driver inspection
- No-Zone = more officers
- Load securement = assigning officers specifically for load securement details.

- Educate intrastate carriers on drug/alcohol testing req.— conduct seminars to train carriers in requirement
- Young drivers— plans are underway to incorporate no-zone type training into driver education program
- Educate intrastate carrier on hours of service req. conduct seminars to train carriers in requirements

- Forum to Educate adult drivers (adult share the road)
- NASTI, HAZMAT, Cargo Tank Training and Recertification— on-going process of training at regional academy
- Dissemination of new motor carrier laws and updates to drivers to eliminate "coffee shop laws" —initiate pamphlet campaign.

- Fatigued Driving —industry is educating their membership through various seminars. Enforcement has developed a training class for officers regarding fatigued driving. Working to maximize truck rest areas
- Inspections— CMV operators need a better understanding of what is checked during a roadside inspection so they can pass it. Industry and enforcement conduct seminars
- Aggressive Driving —enforcement personnel give talks upon request, PSA's are used. Industry desires to improve their image by reducing instances of aggressive driving.

- Public education for passenger vehicles (Share the Road, No Zones), work with outreach, drivers ed, AARP
- Motor Carrier education in crash causation— program being developed for 2000
- Driver fatigue education for all motorists— work with sleep clinic. Also, Hazardous Materials—with MTSC

Educating the motorist about truck safety issues "no-zone"

- Safe driving by truck drivers— defensive driving—no program—accident reduction training—no program to date
- Identifying problem drivers— no program to date

Manpower to provide presentations

- Regulatory Compliance —NSP providing safety program
- Driver training

- New Motor Carrier Guide Book for New Hampshire —Education and Awareness of Motor Carriers
- A new motor carrier guidebook is being updated and monthly meetings with the industry are planned starting in October

- Fatigue —Fatigue Driver Task Force established
- Aggressive Driving —Aggressive Driving Campaign established
- Commercial Vehicle Safety Awareness— both public and private sector presentations via State Police available by request

1. Private vehicle operator violating truck space—no-zone
2. Partial implementation of uniform fine schedule CVSPP staff
3. No coordination between NHTSA and FHWA safety programs

The three most critical motor carrier educational needs in your state and what steps are being taken to address them?

- Enhanced commercial (& auto) Driver training
- Share the Road/No Zone Training
- Dealing with aggressive driving and driver fatigue

- Educate CMV drivers on known crash causes (if government even figures out what they are)
- "No Zone"

1. Getting the information out to the industry members. We attended seminars and produced a truck manual with information and contact information
2. Incorrect information that is given out by the industry. We attend seminars and answer all questions

- Drug and Alcohol: educational contacts
- CDL: Seminars/educational contacts
- Public awareness of CMV operations: Safety talks with civic groups, trucking companies, participation in career fairs and public information booth at the State Fair each year

- CMV Driver Training —exploring options at this time
- Automobile driver operation around CMV's— no zone and share the road
- CMV driver safety —discussions with trucking associations on possible program to improve truck driver image with other motorists

1. Raising standards for CDL driver training schools (changing state standards to conform with FHWA standards)
2. Training of entry level tractor trailer drivers

Drug and alcohol testing. Emphasis to Id carrier w/o drug and alcohol testing

- Outreach similar to "share the road" for experienced drivers— problem has been identified but has not been implemented
- Safety review information— have begun to develop this program for implementation
- General information outreach— we must continue to stay active in this area

1. Drivers speeding—increased our C.V. traffic enforcement
2. Driver fatigue—increased our Level II and III inspections
3. Drivers of automobiles not aware of trucks capabilities promoted "no zone" program.
4. We award (on certain days) the driver whose vehicle passes a Level I inspection an illuminated by reflection sign which (30" x 24") displays "If You Can't See My Mirrors I Can't See You"!!! Then, don't hang out in the no zone

Educate driver and company on Title 49 regulation step up safety talks to companies

Other key things motor carriers should do to improve the safety of their operations.
Put safety first by having top management commit to safety
Motor carrier should be knowledgeable of the motor carrier regulations
Commit to a safety program, that not only they comply with Federal and State Laws, they make it possible for drivers to maintain compliance with these same Laws. Sometimes it's more difficult to avoid the Laws than to just comply with them.
Better background and drug screening methods. We are starting to see an increase in drug arrests for personal possession.
Reward drivers who exhibit exemplary safety performance but penalize those who don't. Loss of fringe benefits and safety awards will encourage low performances to improve
Help insure compliance with hours-of-service by having realistic delivery schedules
Driver fatigue awareness training
Learn about and comply with the safety regulations
Systematic preventive maintenance program
Systematic driver monitoring program (re: accidents, citations, hours of service, complaints)
Follow ups regularly on driver's driving records for serious traffic violations and more random alcohol/drug testing
Show commitment through financial support of mechanical repairs and through financial compensation of proven safe drivers
Put the driver on an hourly rate
Maintain a good safety program by having safety officer that can cover areas (terminals on a regular basis and have good knowledge of Title 49)

Additional methods states uses to improve relationships with the motor carrier industry.
Provide speakers/educational outreaches to virtually all of those who request it
Transportation Association
Motor carrier task force/advisory group
Compliance through education
Required education for liquid carriers going into business in Iowa
Maintain contact with Indiana Motor Truck Association (IMTA) and the American Bus Association (ABA)
We conduct educational seminars for carriers in conjunction with the state association
Industry is briefed on all proposed legislation before it gets to the legislature.
They are informed about new programs and activities that may effect them.
State personnel act as judges for industry driving championships and industry acts as judges for inspectors competitions
Member of the Motor Carrier Advisory Board
Member of MTSC
Member of the Motor Carrier Medical Review Board
Active participation in redoing Michigan Truck Driving Championships, Driver of the Year, and Safety Professional of the Year Competition sponsored by the Michigan Trucking Association
Informational panels with enforcement—FHWA, insurance and safety representatives at association meetings
Daily Assigned Information Officer (Mon-Fri) 8:00 a.m. to 4:00 p.m.
Meeting with industry regarding legislative issues
Members of Safety Council—provide judges for Safety Council Driver of the Month and Year awards
Annual MC Safety Conference
Industry Outreach Program
We have a great working relationship with our Trucking Association. We listen and treat one another FAIRLY. We do not take it personally but we fight hard for what we want and need. We work hard to keep this great relationship. We have the mind set of SAFETY FIRST
Motor Carrier Advisory Board
We furnish 5 to 6 officer's to be judges at their annual truck driving championship

What are the three most important issues affecting your state's relationship with the motor carrier industry?

- Intrastate regulations differ from interstate regulations
- Highly effective inspection program
- Speed limit difference between trucks and cars

Only legislation, that the industry is aware of changes or amendments

- Annual legislation
- Enforcement
- Training/Education

Commitment of:

1. Safety a. driver/ b. equipment.
2. Communication on both ends of the spectrum.
3. Public awareness of Commercial Motor Vehicles (CMV)

We have an excellent relationship with the Kansas Motor Carrier Association. We have meetings at least quarterly to discuss anything that might enhance our relationship reference to enforcement and educational aspects.

- Cooperation
- Geographics
- Trust

- Size and weight issues
- Dissemination of new laws to motor carriers resulting in their being cited— working with MMTA

- Fee increases
- Industry must be included in planning
- Obtain their support for legislation

We have a very cooperative work environment with the industry. The three primary reasons for that are cooperation, training and commitment to the same goals

- Hours of service regulations— (exempt haulers)
- Maintaining consistent inspection procedures

- Monitoring good working relationships
- Fairness on enforcement

1. Close working relationships with ND Motor Carriers Association
2. Cooperation with legislative liaison with the industry

- Trust
- Ability to work out disagreements
- Working closely with the Safety Council

- Mutual understanding of safety compliance
- Solid working relationship with State Motor Truck Association
- Endless communication with motor carrier industry via "open door policy" regarding concerns and complaints"

- Personal contact and trust
- Follow up on requests for information
- Joint involvement on law and regulations changes

What are the three most important issues affecting your state's relationship with the motor carrier industry?
<ul style="list-style-type: none"> • Ensuring consistency of enforcement statewide • Equitable taxing of MC industry • Diesel emissions inspection testing • Special hauling/divisible load permit issuance
<ol style="list-style-type: none"> 1. Lack of effective representation and leadership within "industry" 2. Politics 3. Paranoia on part of industry representatives
<ol style="list-style-type: none"> 1. Fairness 2. Uniformity in State 3. Uniformity out of State
<ul style="list-style-type: none"> • Politics: The time it takes to pass and update legislation • Communication and sharing of information with industry on new laws, regulations, etc. • Enforcement action: law fines and no fine structure for multiple OOS violations
<p>Open dialog</p>
<ul style="list-style-type: none"> • Unified safety awareness program among within the industry • Greater participation from all motor carriers in safety seminars • A better way of notifying the industry of changes in the regulations— possibly through Internet website
<ul style="list-style-type: none"> • Safety • Size • Weight
<ol style="list-style-type: none"> 1. Use of 53' trailers on Vermont roadways 2. New York's refusal to issue overweight permits to Vermont based carriers 3. Improve access to permitting process
<ul style="list-style-type: none"> • Effective communication • Similar goals • Willingness to work together
<ol style="list-style-type: none"> 1. Our agreement on uniformity of inspections and that we issue a CVSA decal when appropriate 2. Drive issues—training—scheduling as not to demand speeding 3. Timely and more importantly, accurate data

What do you think is the best way to improve relations between state safety oversight and enforcement agencies and the motor carrier industry?
Education programs such as our CIEP (Commercial Industry Education Program) where we meet with drivers and other members of the industry and explain rules, regulations and CHP procedures
Better communications
Meeting with Transportation Association
Communication
Improving communications will improve relations
Keep an open line of communication at all times and work together to achieve a positive relationship.
Joint planning and inclusion of motor carrier industry personnel in safety management planning
Be "up front" on all issues that effect industry. Get their opinion and support whenever possible. Request their participation in programs and projects when practical
Active participation in Motor Carrier industry focus groups, activities, etc.
Re-certification of inspectors that conduct enforcement
Quality control on inspections
Positive relationship with driver on roadside to ensure that operator B thoroughly informed about enforcement results
Work together for common goals—include each other in decision making endeavors
Communicate
Currently relations are good
Close personnel working relationship, established through regular contact
Team approach—address the issue in a team perspective which avoids controversial issues at a later point in time
Periodic meetings about safety issues and training meeting with carrier drivers, officials, mechanics, etc.
Keep them involved in planning and inspection activities
Joint initiatives to address joint problems
SC now has an active Advisory Council (committee) that includes Federal, State and industry in an effort to improve relations and effect change
Open/honest relationship—work together on problem resolution including legislative issues
Better communication between parties
Meetings
Continue to increase education contacts and streamline permitting process
Communication
The commercial vehicle safety alliance CVSA meet twice each year. This alliance does more to promote harmony than all other educational programs conceived by FHWA
Public relations